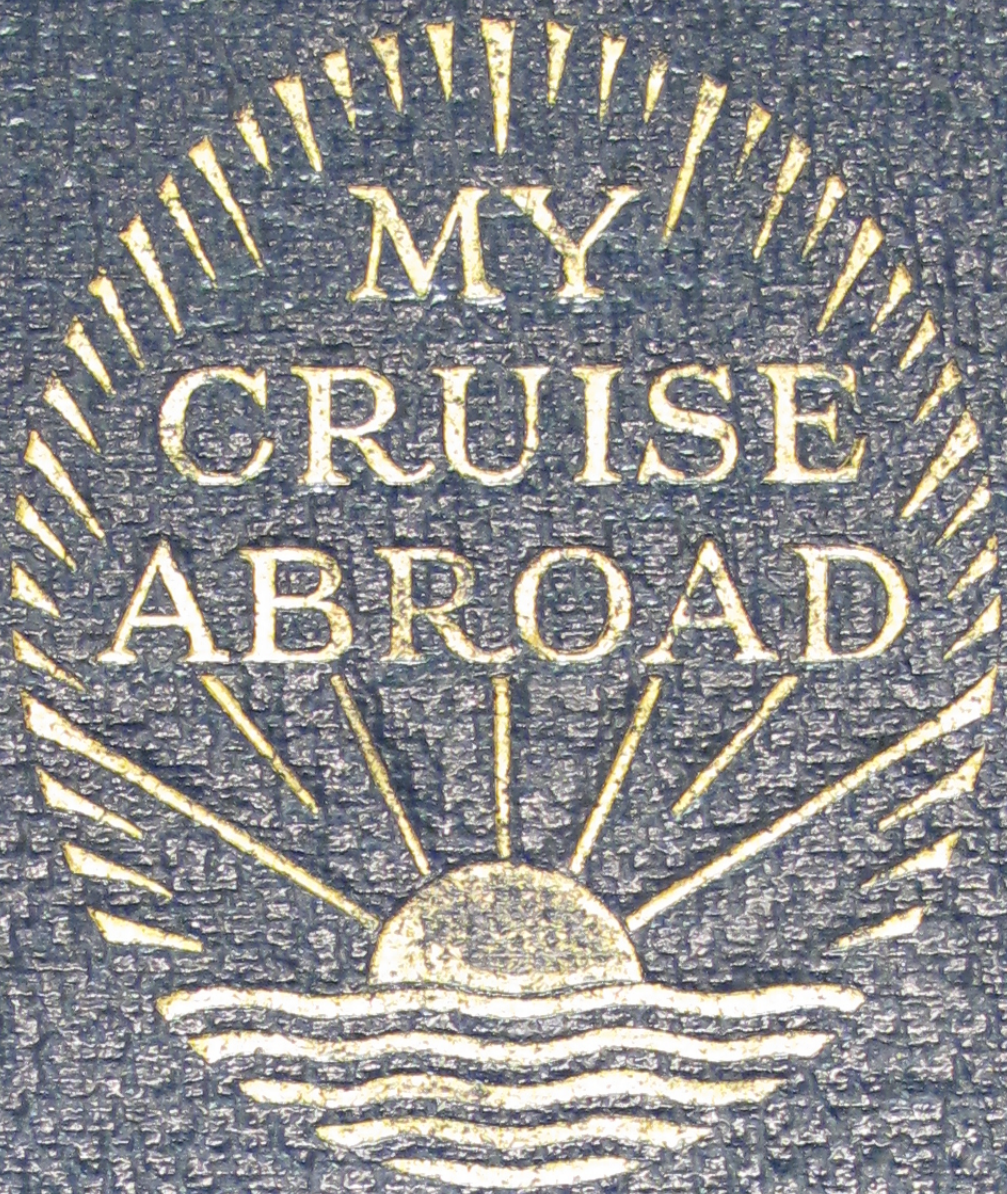


MY
CRUISE
ABROAD



\$900.

NAZIS TO MEET

BONN (Reuter) — The West German government said Tuesday it sympathizes with opponents of a planned annual reunion of Nazi Waffen-SS veterans but cannot stop the meeting from taking place. About 500 former soldiers of the Deathhead (Totenkopf) SS tank division, which fought on the Russian front in the Second World War, are planning to meet Friday in the village of Oberaula, in Hesse state, for a three-day reunion.

FINES DIR 75 TOP





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PRELIMINARY ARRANGEMENTS.

When booking for the cruise, a deposit, say 25 per cent, will be required, the balance to be paid a definite number of days before sailing, according to Shipping Line.

ACCOMMODATION.—It is worth paying a little more to secure an outside room, i.e., one with a port-hole. Nevertheless, most modern cruising ships are ventilated by fans which change the air completely throughout the ship. Thus the ship is always receiving fresh sea air internally, which can be warmed in cold weather.

As all berths are provided with latest type spring mattresses, they will probably be found to be as satisfactory as beds.

DINING ARRANGEMENTS.—Make inquiry about this when securing accommodation as most Shipping Lines make the necessary reservations when booking; others seat passengers after embarkation.

BAGGAGE.—Secure the special labels and tags provided by the Company, and see that all baggage is clearly labelled, marking the deck as well as the room number.

It is advisable to insure baggage as the shipping companies do not accept responsibility for loss or damage. This insurance may be effected through the shipping office concerned, to cover loss or damage from the time the articles leave your residence until they are returned thereto.

EMBARKATION.—Make certain of the time of going on board and where the ship is lying.

MAILING LIST.—Inquire as to postal times so that your friends may write. Companies usually supply a mailing list.

PASSPORTS.—Be sure to obtain a valid passport for all the places to be visited unless you are satisfied, by inquiry, that it is not required. *Carry the passport on your person and do not pack it.*

British subjects may obtain passports from British Passport Office, 1 Queen Anne's Gate Buildings, Dartmouth Street, Westminster, London, S.W.1, or from Branch Passport Office, 36 Dale Street, Liverpool. An official passport form, obtainable from most Shipping Offices and Passenger Agencies, must be properly filled up and sent to either of the above offices accompanied by a postal order for 15s., and two small passport photographs.

Persons naturalised in a Self-Governing Dominion may require a Letter of Recommendation from the High Commissioner or Agent-General of the state concerned, while those naturalised

PRELIMINARY ARRANGEMENTS—Continued.

in or residing in a Crown Colony may require a Letter of Recommendation from the Colonial Office.

British Passports are only available for the countries named on them, but may be endorsed for additional countries. They do not exempt holders from obtaining visas from consular representatives of foreign countries when such visas are required.

Applications should be received at passport offices at least four days before passports are required.

Irish Free State residents apply to Passport Dept., Ministry of External Affairs, Dublin.

Non-British subjects apply to Diplomatic or Consular authorities of their own country.

MONEY.—Most shipping companies will issue, on request, a "Letter of Credit." You hand over to the company a certain sum, say £20, for which you receive a receipt. You may then draw cash against this as you require it, and the balance is returned on completion of the voyage.

Alternately, some companies issue "Travellers' Cheques." The former service is free, but the latter entails a charge.

Any money carried should be in Treasury or Bank of England notes.

CLOTHING.—When in tropical or sub-tropical regions only the lightest of summer wear will usually be required, but even so, warm clothing is necessary at the commencement and termination of the cruise. A tropical sun umbrella should be taken for use in the tropics.

Ladies require ordinary outdoor clothing, summer frocks, evening frocks, 2 bathing costumes, bathing shoes, wrap or wrap coat, beach pyjamas (optional), etc. Stockings do not need to be worn on board, but must be worn in Mediterranean countries where ideas on dress are not so advanced as ours. Ladies should not go ashore dressed in beach pyjamas or without hats to protect them from the sun. If visiting cathedrals, they must wear a hat, a dress with sleeves or coatee and stockings. Tennis shoes, shoes with flat heels for wear aboard ship, sun-glasses and berets are all essential, while fancy-dress costumes come in handy.

Gentlemen should have lounge suits, flannels and tennis shirts and dinner kit (full dress is not used on liners). Other requirements are: tennis shoes, bathing costumes, sun-glasses and beret and panama hat.

The "Packing Memoranda," given in pages 23, 24, may be added to, in the blank spaces provided, in conformity with the traveller's own ideas.

Some ships have a laundry, but make sure whether the ship you are cruising in has this facility or not before preparing your list for packing.

PRELIMINARY ARRANGEMENTS—Continued.

ON BOARD SHIP.

DECK CHAIRS.—Deck chairs may be obtained on board, either free or on hire for the voyage. Passengers taking their own chairs on board do so at their own risk. Cushions and rugs, which are cleaned after each voyage, may also be hired at a moderate charge. On liners where chairs are supplied free, no person has any claim to any particular place; a cushion placed on such a chair, or even a rug thrown over it, is no proof of ownership, either of chair or position.

SUNBATHING.—It is dangerous to indulge in this recklessly at first. To begin with, do not expose yourself longer than ten minutes. Protect the back of the neck to reduce risk of sun-stroke, and if you feel sick or giddy or see the deck blurred, seek the shade and lie down. Do not sunbathe after coming out of salt water or dangerous burning of the skin will result. Oil for external application should be provided.

SURGEON.—A fully qualified doctor and trained nurses are on board all cruising ships, and should be consulted in case of illness. The doctor will charge for his professional services, but medicines are free.

CRUISE DIRECTOR.—This official should be consulted in case of difficulty. He arranges all entertainments and forms a committee for sports, while he may be assisted by a lady hostess in addition to his own staff.

SHIP'S GAMES.—Deck tennis, shuffle-board and many other deck games will be arranged, but as novices will be initiated into all the rules and procedure before commencing the game, it is unnecessary to give descriptions.

TIPPING.—It is impossible to lay down hard and fast rules. The length of the cruise and the services rendered by the various stewards are the controlling factors in each case. The amount given will vary according to the use made of the different sections by individual passengers.

GLOSSARY OF SEA TERMS.

Abaft.—On the after side or stern of ship.

Abeam.—At right angles to the ship's length.

Accommodation Ladder.—Ladder lowered down ship's side by which passengers disembark into launches.

Ahead.—Before the ship.

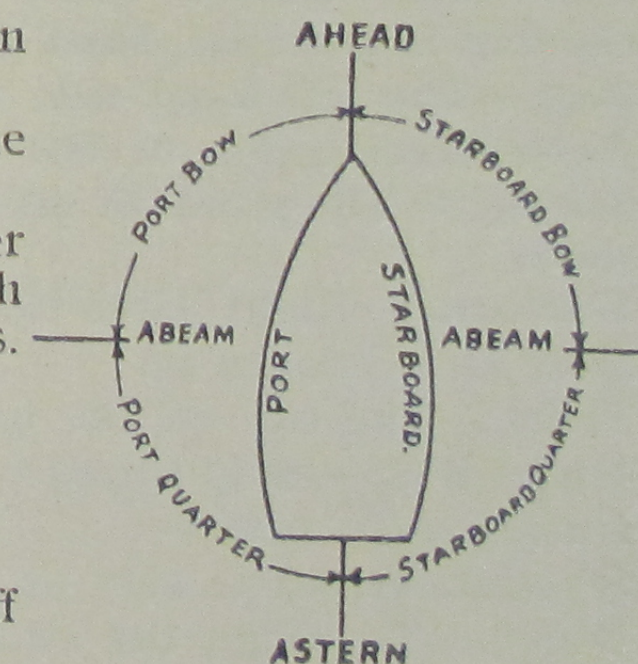
Alleyway.—A corridor.

Athwartships.—Across the ship.

Awash.—On the water level.

Aweigh.—When the anchor is off the ground.

Batten Down.—Covering hatches with hatch-boards, tarpaulins



GLOSSARY OF SEA TERMS—Continued.

Bilge.—Where the bottom of ship bends round into the ship's side.
Bollards or Bitts.—Posts round which ropes are made fast.
Bow.—The fore end.
Box the Compass.—To name the points of the compass in order.
Bulkheads.—Partitions between holds or any wall.
By the Head.—When the ship is deeper in water foreward than aft.
By the Stern.—Opposite of "By the Head."
Companionway.—Stairs between two decks.
Davits.—Apparatus for swinging out ship's lifeboats.
Deckhead.—The ceiling of any compartment.
Derelict.—A vessel abandoned at sea.
Derricks.—The booms for loading or discharging cargo, etc.
Ensign Staff.—Staff at stern on which ensign is carried.
Fiddley.—Grating on upper deck above stokehold.
Forecastle.—Crew accommodation at bow. Is usually raised and covered by deck called forecastle head.
Foremast.—The mast nearest the bow. The flag of the country to which ship is bound is hoisted on this mast.
Gather Way.—When the ship begins to move through the water.
Ground Swell.—Swell not caused by wind prevailing at the time.
Hold.—The compartments in which cargo is stowed. The hold openings on deck are called hatches.
Hove To.—Remaining stationary.
Hug the Land.—To keep as close to the shore as possible.
Jacob's Ladder.—Rope or wire ladder with wooden bars as steps.
Lee Side.—Side away from wind.
List.—When ship heels permanently to one side.
Lubber's Line.—Line in compass bowl indicating ship's head
Mainmast.—Second mast from bow on which company's house-flag is hoisted. Mast nearest stern on two-masted ship.
Port.—The left-hand side of ship looking forward.
Rake.—Inclination of the masts from perpendicular.
Sea-legs.—The power of walking steadily notwithstanding ship's motion.
Starboard.—Right-hand side of ship looking forward.
Stove In.—Broken in.
Truck.—The cap on the top of the mast.
Under Way.—Ship is under way when anchor is off the bottom.
Unship.—To remove.
Weatherside.—The side on which wind is blowing.
Weigh.—To weigh the anchor is to lift it off the bottom.
Yaw.—When the ship's head is swung by the sea the ship is said to yaw.

BELLS, WATCHES AND OFFICERS.

Bells Struck.	12 to 4 or Middle Watch.	4 to 8 or Morning Watch.	8 to 12 or Forenoon Watch.
8	Midnight.	4 a.m.	8 a.m.
1	12.30 a.m.	4.30 "	8.30 "
2	1 "	5 "	9 "
3	1.30 "	5.30 "	9.30 "
4	2 "	6 "	10 "
5	2.30 "	6.30 "	10.30 "
6	3 "	7 "	11 "
7	3.30 "	*7.30 "	*11.30 "
1	3.45 "	7.45 "	11.45 "
8	4 "	8 "	Noon.
Officer.	Second.	Chief.	Third.

* Smaller ships strike these bells at 7.20 a.m. and 11.20 a.m.

Bells Struck.	12 to 4 or Afternoon Watch	Dog Watches.		8 to 12 or First Watch.
		1st 4 to 6	2nd 6 to 8	
8	Noon.	4 p.m.	—	8 p.m.
1	12.30 p.m.	4.30 "	6.30 p.m.	8.30 "
2	1 "	5 "	7 "	9 "
3	1.30 "	5.30 "	7.30 "	9.30 "
4	2 "	6 "	—	10 "
5	2.30 "	—	—	10.30 "
6	3 "	—	—	11 "
7	3.30 "	—	—	11.30 "
1	3.45 "	—	7.45 "	11.45 "
8	4 "	—	8 "	Midnight.
Officer.	Second.	Chief.		Third.

RANK.—The following table includes those ranks with which passengers are likely to come into touch.

Gold Stripes.	DISTINCTION MARKS.		
	Gold Only	Purple Between Gold.	White Between Gold.
4	Captain.	Chief Engineer.	
3	Chief Officer.	Second "	Purser.
2	Second "	Third "	Second Purser.
1	Third "	Fourth "	Assistant "
Gold Stripes.	Red Between Gold.	Gold Saw-tooth Stripes.	Gold Wavy Stripes.
3	Senior Surgeon.		
2	Junior "	Chief Steward.	Wireless Op. (Sparks).
1		Second "	

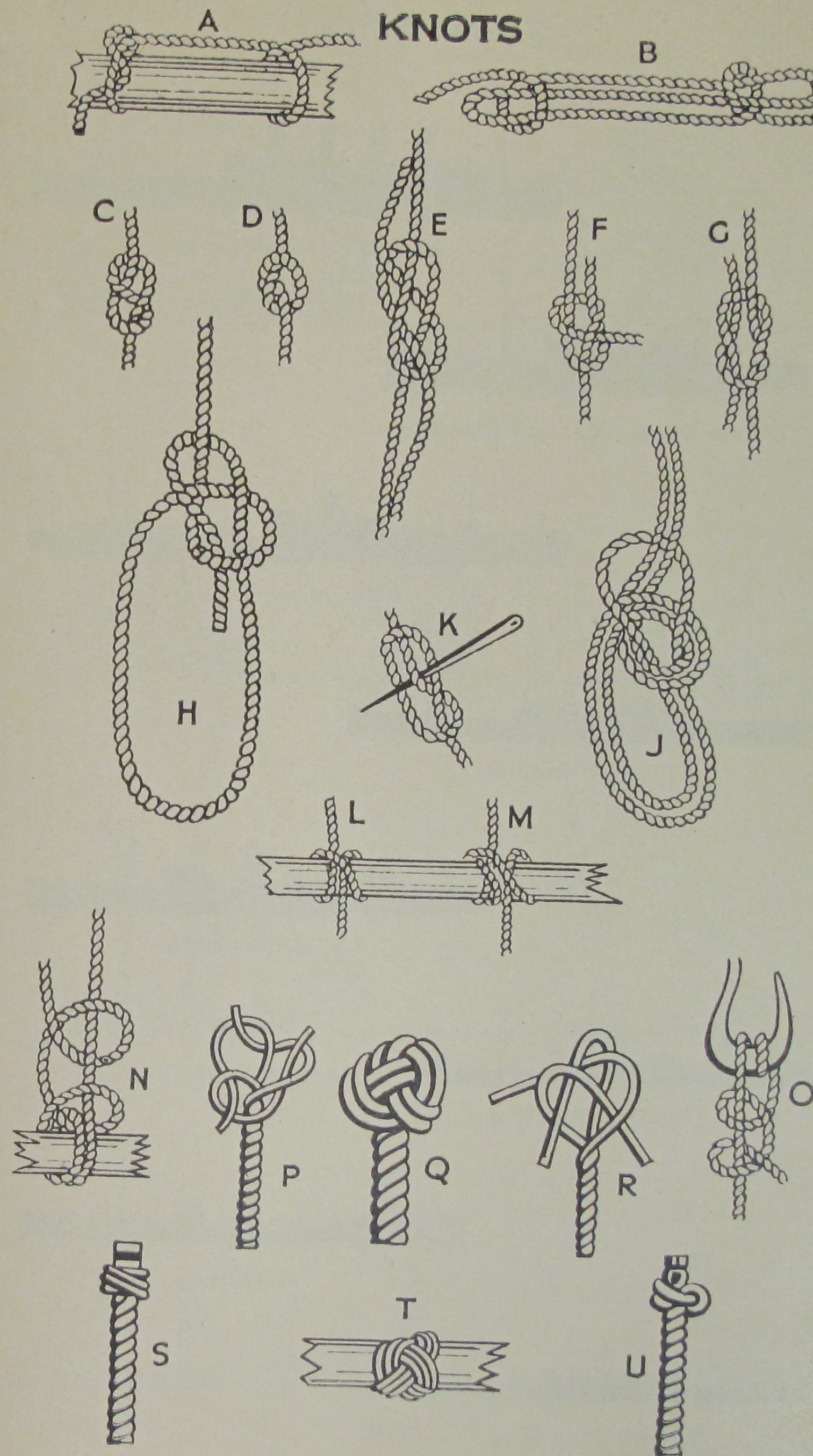
RULE OF THE ROAD AT SEA.

1. *Two Steamships Meeting End-on*
When both side lights are seen ahead
Turn to Starboard and show your Red.
2. *Two Steamships Passing*
Green to Green—or Red to Red—
Perfect safety—go ahead.
3. *Two Steamships Crossing*
If on your Starboard Red appear,
It is your duty to keep clear;
To act as judgment says is proper,
To Port—or Starboard—Back or stop her.
But when on your Port is seen
A Steamer's Starboard light of Green,
There's not so much for you to do,
For Green to Port keeps clear of you.
4. *Every vessel overtaking any other shall keep out of the way of the overtaken vessel.*

KNOTS.

- A Timber Hitch and Half-hitch—for heaving up planks, etc.
B Sheep Shank—for shortening a rope without cutting it.
C Figure of Eight Knot—to prevent rope unreeving.
D Overhand Knot—often used as C.
E Carrick Bend—for joining two hauling lines.
F Sheet Bend—for joining a rope to a loop.
G Reef Knot—for joining two ropes of the same thickness.
H Bowline—for making a loop with a non-slip knot.
J Bowline on the Bight—a stronger form of H; used when end is not available.
K Marline Spike Hitch—for making the turns of a seizing taut.
L Clove Hitch—for fastening the end of a rope to a rail, etc.
M Rolling Hitch—a stronger form of L.
N Fisherman's Bend—used for bending a rope's end to a bucket or a hawser to the ring of an anchor.
O Round Turn and Two Half-Hitches—common method of making a rope's end fast to a bollard, etc.
P Wall Knot—to prevent unreeving.
Q Manrope Knot—for manropes on ladders, etc.
R Crown Knot—to prevent unreeving.
S Double Matthew Walker—for bucket handles, etc.
T Turk's Head—for decorating hand-rails, etc.
U Finished Wall Knot—P.

KNOTS



STEAM SHIPS



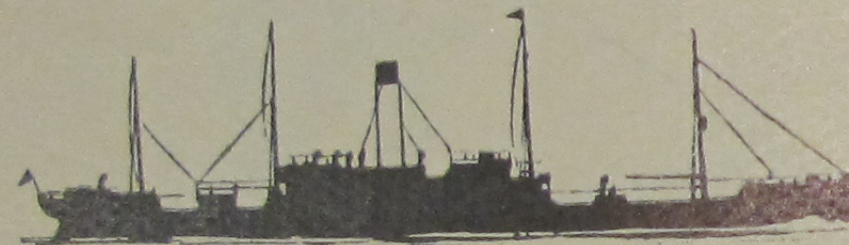
Large Passenger Liner



Motor Vessel (Cruiser Stern)



A Colonial Trader



A "Four Master"



A "Coal Poster"



A "Three Island" Ship

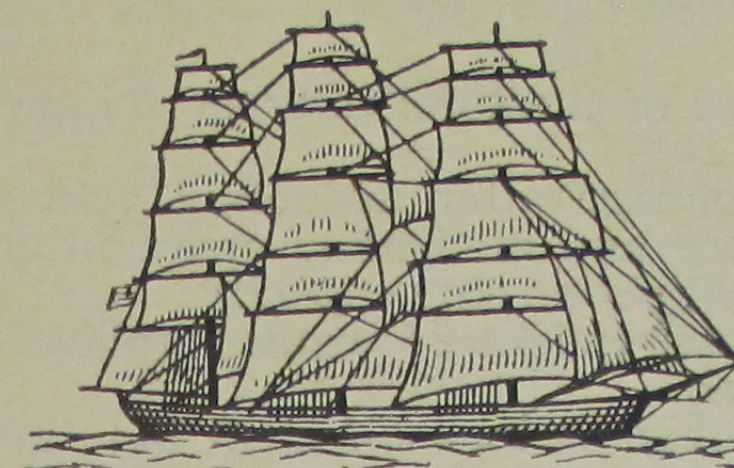


A Tanker

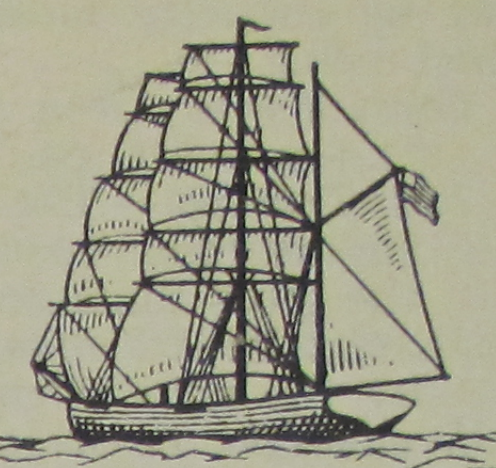


A Flush Deck Ship

SAILING SHIPS



Ship



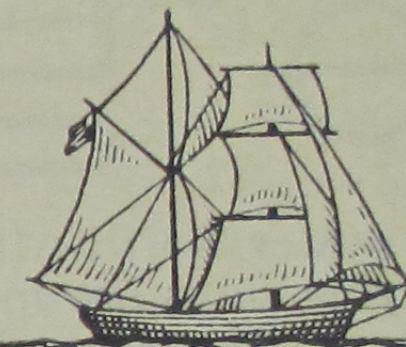
Barque



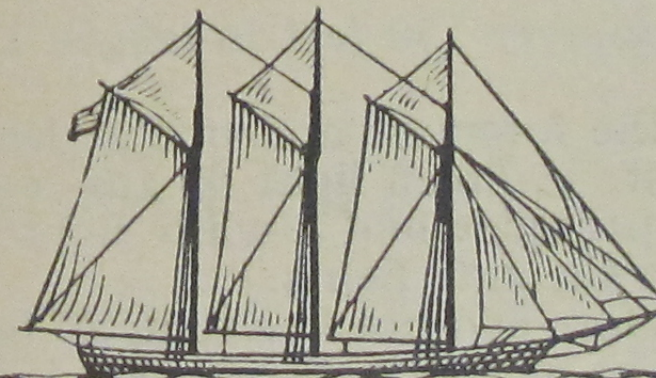
Barquentine



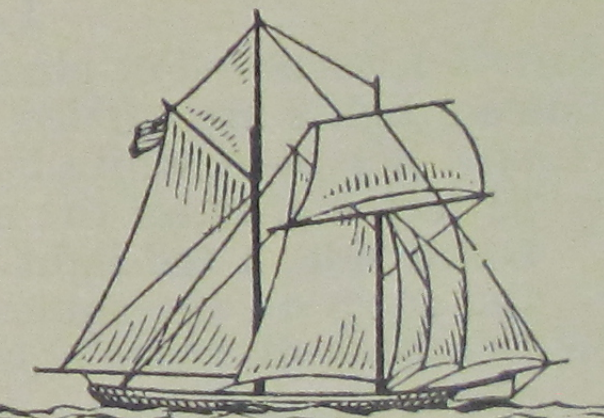
Brig



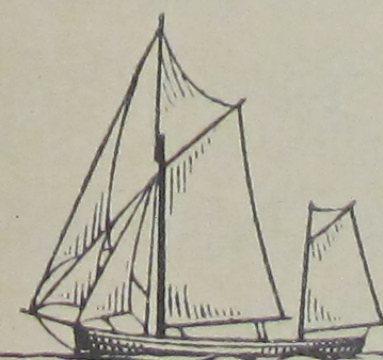
Brigantine



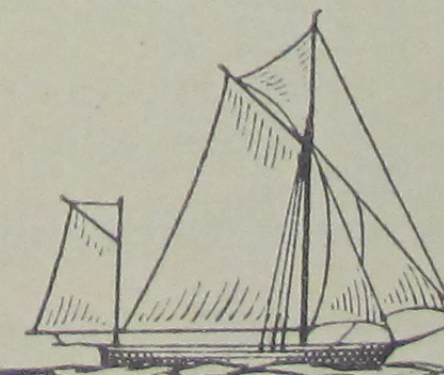
Three Masted Schooner



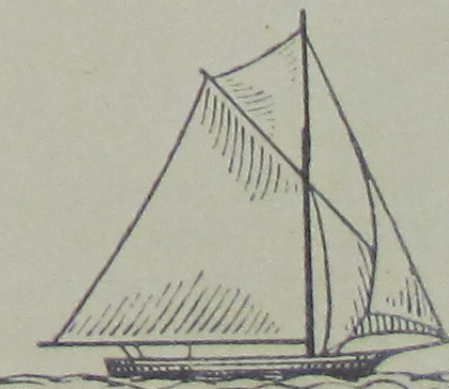
Topsail Schooner



Ketch



Yawl



Sloop



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